

Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 56 cents.) \$12 per annum (postage paid \$13.50).

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Volume Seventh of the
"CHINA REVIEW."

Now Ready.

No. 5.-Vol. VII.

OF THE
"CHINA REVIEW"

CONTAINS—

Legislation and Law in Ancient China.

Jottings from the Book of Rites 禮記.

The Critical Disquisitions of Wang Ch'ung.

The Sadness of Separation, or Li Sao.

Historical Table of the High Officials Com-

posing the Central and Provincial

Governments of China.

Mr. Kingsmill and the Shi King.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

Notes on the Language of the Formosan

Savages.

The Rainfall of Peking in connection

with the Sunspot Theory.

On some of the Constellations in the

Ski-king.

Ancient Yacht.

Anniversary of the Downfall of the

Yuen.

Crocodiles.

Mourning Etiquette.

The Land Tax.

Sanskrit Characters.

Zoology.

Mongol Alphabets.

The God of the Hearth.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 17, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOLDEN FLECK, British barque, Capt. James Wiltshire.—Vogel & Co.

ALEXA, British barque, Captain George Robb.—Jardine, Matheson & Co.

VESUVIUS, American barque, Captain F. W. Call.—Order.

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury.—Arnold, Karberg & Co.

BRUNETTE, British barque, Capt. Wm. Dow.—G. R. Stevens & Co.

MIRIAM, American barque, Captain A. H. Parker.—Adamson, Bell & Co.

SCOTLAND, British steamer, Captain Wm. Atkinson.—Adamson, Bell & Co.

VIGILANT, American ship, Capt. John C. Rose.—P. & O. S. N. Co.

G. O. TRUANT, British ship, Captain G. Thomas.—Messageries Maritimes.

MONTE ROSA, American ship, Capt. C. O. Carter.—Borneo Co., Ltd.

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCOW.

The Steamship

"NANAO,"

Capt. WESTON, will be de-

parted for the above Ports

on WEDNESDAY, the 18th Instant, at

10 a.m.

For Freight or Passage, apply to

DOUGLAS LAFFRAIK & Co.

Hongkong, June 16, 1879. j118

FOR AMOY, TAIWANFOO & TAMSUI.

The Steamship

"ALBANY,"

Capt. F. ASHBY, will be de-

parted for the above Ports

on WEDNESDAY, the 18th Instant, at

8 p.m.

For Freight or Passage, apply to

DOUGLAS LAFFRAIK & Co.

Hongkong, June 16, 1879. j118

ULANO LARRINAGA & COY'S LINE

OF SPANISH STEAMERS.

FOR MANILA (DIRECT.)

The Steamship

"CHURRUCA,"

Captain ASARUA, will be de-

parted for the above Port

on WEDNESDAY, the 18th Instant, at

8 p.m.

For Freight or Passage, apply to

REMEDIOS & Co.,

Agents.

Hongkong, June 16, 1879. j118

To-day's Advertisements.

NOTICE.

CUSTOM HOUSE,

Canton, 18th June, 1879.

I HAVE TO-DAY Transferred Office of

this Office to Mr. EDWARD MC-

KEAN, Commissioner of Customs.

WILLIAM CARTWRIGHT,

Commissioner.

Hongkong, June 16, 1879. j123

OCCIDENTAL & ORIENTAL S. S.

COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship

GAELIC, from San Francisco, &c.,

are hereby requested to send in their Bills

of Lading for countersignature, and to take

immediate delivery of their Goods.

Cargo impeding discharge of the Steamer

will be landed and stored at Consignees'

risk and expense.

H. M. BLANCHARD,

Acting Agent.

Hongkong, June 16, 1879. j123

SHIPPING.

ARRIVALS.

June 15, Monte Rosa, American ship,

1818, O. O. Carter, Cardiff Feb. 24, Coal.

—Borneo Co., Limited.

June 15, Ningpo, British steamer, 701,

R. Cass, Shanghai June 11, General.—

Simsen & Co.

June 15, Hwai Yuen, Chinese steamer,

from Canton.

June 15, Zambesi, British steamer, 1540,

A. Symons, Shanghai June 11, Malls and

General.—P. & O. S. N. Co.

June 15, Sunda, British steamer, 1029,

J. Reeves, Yokohama June 7, Malls and

General.—P. & O. S. N. Co.

June 15, Diamante, British steamer, 514,

E. Thebaud, Manila June 13, 5 p.m.,

General.—Russell & Co.

June 15, Churruca, Spanish steamer, 398,

Abarca, Manila June 13, General.—Rus-

sell & Co.

June 15, Yotting, British steamer, 286,

D. McDougall, Swatow June 15, General.—

Kwok Ahcheong.

June 15, 5 p.m., Gaelic, British steamer,

1712, Davidson, San Francisco May 16, noon,

and Yokohama June 8, 6 a.m., General.—

O. & O. S. N. Co.

DEPARTURES.

June 15, Adelaide Norris, for Nagasaki.

15, Olympia, for Yokohama.

15, Banteh, for Swatow.

15, Fatchoy, for Shanghai.

15, Ningpo, for Canton.

15, Elizabeth, for Guam.

15, Malacca, for Yokohama.

15, Kheivie, for Shanghai.

15, Yangtze, for Shanghai.

CLEARED.

Vesuvius, for San Francisco.

Northern Star, for Manila.

Wash, for Hoihow.

Concho, for Saigon.

Regista, for Sual.

Diamante, for Amoy.

Louise Scheller, for Swatow.

PASSENGERS.

ARRIVED.

Per Zambesi, from Shanghai: for South-

ampton, Messrs A. Smith, Jas. Parkinson,

and H. Seabrook; for Singapore, Messrs

H. Tarnos and servant, and C. Varman

Martin; for Hongkong, Messrs Banyard,

Dubuffet, Hon. P. Ryrie, and 21 Chinese.

Per Sunda, from Yokohama, Dr and Mrs

Gilbourne, Capt. Pendred, H.L.J.M.N.,

Messrs Cook, Henley, Lewis, Snell, Hillyar,

Thompson, 1 D. B. Seaman, and 2 Chinese

deck.

Per Diamante, from Manila, Don Jose

Key, Mr. S. Drummond, and 220 Chinese.

Per Churruca, from Manila, Mr. Caraba.

Per Gaelic, from San Francisco, &c., Mr

H. de C. Forbes, Mr. W. T. Brooke (U. S.

Vice Consul), and 188 Chinese.

Per Ningpo, from Shanghai, 51 Chinese.

Per Yotting, from Swatow, 176 Chinese.

DEPARTED.

Per Malacca, for Yokohama, Mr and Mrs

Linstead, and 10 Chinese.

Per Kheivie, for Shanghai: from Hong-

kong, Mr Browne, and 60 Chinese; from

Southampton, 3 Amahs; from Suez, Messrs

Mobay, and McGregor; from Gallo, Mr J.

Kavanagh.

Per Banteh, for Swatow, 150 Chinese.

TO DEPART.

Per Zambesi, from Hongkong: for Singa-

pore, Messrs Banyard, A. Bertrand, and

E. Ball; for Southampton, Miss Mann,

Messrs S. Drummond, and Murray.—From

Shanghai: for Southampton, Messrs A.

Smith, Jas. Parkinson, Seabrook, and H.

Tarnos and native servant; for Singapore,

Mr O. Martin.—From Yokohama: for

Southampton, Capt. J. C. Pendred, Messrs

Snell, and D. Lewis; for Venice, Mr H.

B. Henley.

SHIPPING REPORTS.

The British steamer Diamante reports:

Had moderate S.W. monsoon and squally

weather throughout. Was detained outside

for two hours on account of thick weather.

The British steamer Yotting reports:

Strong S.W. winds with heavy rain.

The British steamer Gaelic reports: Left

San Francisco at noon on the 16th May,

had foggy weather with light winds at 8 p.m.

Left again at 8 a.m. on the 8th June, ex-

perienced fine weather on the Japan coast,

and strong S.W. winds from the island

with thick squally weather down the sea.

Arrived in Hongkong on the 16th at 8 p.m.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—

Per Hwai Yuen, at 11.30 a.m. To-morrow,

the 17th inst.

For SAIGON.—

Per Scotland, at 3.30 p.m. To-morrow, the

17th inst., instead of as previously

notified.

For SWATOW, AMOY, & FOOCOW.—

Per Naoa, at 9.30 a.m., on Wednesday, the

18th inst.

For AMOY, TAIWAN, and TAMSUI.—

Per Albat, at 2.30 p.m., on Wednesday, the

18th inst.

For MANILA.—

Per Churruca, at 3.30 p.m., on Wednes-

day, the 18th inst.

For BANGKOK.—

Per Dale, at 4.30 p.m., on Wednesday, the

18th inst.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet Zambesi,

will be despatched on TUESDAY,

the 17th inst., with Malls to and

through the United Kingdom and

Europe via Brindisi or Southampton;

to the Straits Settlements, Batavia,

Burmah, Ceylon, India, Aden, Egypt,

Malta, and Gibraltar.

N.B.—This Packet carries no mails for the

Australian Colonies, E. or S. Africa,

nor for Mauritius.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet City of

Peking, will be despatched on WED-

NESDAY, the 18th inst., with Malls

for Japan, San Francisco, the United

States, Canada, Honolulu, Peru, &c.

which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Late Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies

(except the Bahamas and Hayti),

Monte Video, Paraguay, and Uruguay

cannot be sent by this route.

Hongkong, June 5, 1879. j118

MAILS BY THE FRENCH PACKET.—

The French Contract Packet Yangtze,

will be despatched on TUESDAY, the

24th instant, with Malls to and

through the United Kingdom and

Europe, via Naples; to Saigon, Straits

Settlements, Batavia, Burmah, Ceylon,

Pondicherry, Madras, Calcutta, B. m-

bay, Aden, Suez, and Alexandria.

The usual hours will be observed in closing

the Malls, &c.

HOURS OF CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing

Malls, &c., by both the British and

French Contract Packets:—

Day before departure:—

5 p.m.—Money Order Office closes; Post

Office closes except the NEWS BOX,

which remains open all night.

Day of departure:—

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and

patterns ceases.

11 a.m.—Malls closed, except for Late

Letters.

11.10 a.m.—Letters may be posted with

Late Fee of 18 cents until

11.30 a.m.—when the Post Office CLOSSES

entirely.

11.40 a.m.—Late Letters may be posted

on board the packet with Late Fee of

18 cents until time of departure.

Quotations.

for ourselves. "Malignant injury to property," for example, has a more general appearance in a treaty than the German version "badwillful ownership." And every one knows that no ingenious scholar as Dean Tregon was unable to replace impenetrability by any more attractive comp. and than "unthroughfarelessness." The Indian Penal Code is the best modern example of a studiously Saxon diction; but even in it we find the Latin element frequently preferred—"culpable homicide," for instance, takes the place of the English "manslaughter." The German word, "death-stroke," is more colourless, and therefore better.

It has been represented to the Secretary of State that there is no "Receiver of Wrecks" at Aden, and the suggestion by Lloyd's Agent for the appointment of such official has been referred to the Indian Government. In connection with this proposal the Secretary of State suggests the advisability of inserting into the Merchants' Shipping Bill, recently under the consideration of the Legislative Council, provisions for the appointment of receivers of wreck similar to those contained in the Imperial Merchant Shipping Act of 1864.

The Shanghai Mercury of last Monday evening has the following paragraph:—

"Mr S. W. Stanley has accepted the challenge by Mr Fred. Shorter to play 1,000 up at English billiards for \$250 a-side, and has lodged half of his stakes in our hands this afternoon. Mr Stanley will be at our office to-morrow afternoon at four o'clock, to meet Mr Shorter and arrange preliminaries for the match."

With regard to the recent auction of Mr Francis' books, and our mention of the fact that 20 vols. of the Chinese Repository sold for \$200, the Foochow Herald asks:—

"Would it not pay an enterprising publishing firm to reproduce a few hundred copies of this valuable but now extremely rare work?"

And "Argus" in the Shanghai Courier has the following:—

"I was just going to have said 'who was fool enough' when I recollected that the phrase might be construed too literally and offence taken where none is meant, —to give \$200 for the Chinese Repository at the sale of Mr Francis' books in Hongkong the other day? Now what I do mean is, that the above-mentioned much-out-of-date publication, which is at best hardly more than a curiosity, went begging for a long time on Bernard Quaritch's list at £22, and for aught I know may be there still."

The Foochow correspondent of the Shanghai news evening paper, writing on the 20th ult., says that the steamer Antenor came as far as Sharp Peak two or three days ago, but her agents in Foochow sent word to her that there was not the slightest chance of her getting any tea as yet, so she went right to sea again, direct for Hongkong. —"For once the buyers have all made up their minds not to purchase in a hurry. As far as I can learn, from very good authority, the market will not open in Foochow before the middle of June. The Chinese are all sticking together, and time alone will prove who will be able to hold out the longest, foreigners or Chinese."

The "Tottering Lily."—Mr Goodman's portrait of the wife of Minister Kwong, has been rejected by the Hanging Committee of the Royal Academy.

The Mercury states that a private letter has been received by a gentleman in Shanghai, in which it is incidentally stated that Mr F. F. Quakett (formerly of Adamson, Bell & Co.'s), was one of the defenders of Rorke's Drift.

The following fuller particulars than we have yet given of the first steamers in the Tea race are from the N. O. C. News:—

Messrs Jardine, Matheson and Co. have received a telegram to the effect that the Glenelg arrived at Singapore at 7.30 p.m. on the 2nd inst., having made the passage in seven days five hours, which is three hours less than the Glenelg's record time last year, and she beat the London Coast. The Glenelg took in 1,100 tons of cargo, and left again at 3.30 a.m. on the 3rd, making her stay in port exactly eight hours. The same telegram states that the Glenelg arrived in Singapore at 2.30 p.m. on the 7th inst., having made the passage in 7 days 17 hours, which is an improvement of two hours on her time last year. She only stayed three hours and a half in port, leaving at 6 p.m. the same day.

The steamer Badnashore, from Hankow, passed Woosung on Sunday evening 8th inst. The Malabar, it is thought, will be the next steamer down, followed by the Hankow.

Hendy & Co.'s Weekly Shipping Report, Pagoda Anchorage, 7th June, 1879.—

Arrivals During the Week.—May 31, Tah Yow, from Shanghai; 31, Agamemnon, from Shanghai; June 1, Christian, from Newchwang; 2, Undaunted, from Sydney; 3, Kwang Tung, from Hongkong; 6, Nuanin, from Amoy; 6, Ling Peng, from Amoy; 7, Europe, from Shanghai.

Departures During the Week.—June 1, Europe, for Shanghai; 1, Forward Ho, for Shanghai; 2, Cuba, for Tientsin; 4, Kwang Tung, for Hongkong; 5, Tah Yow, for Shanghai; 6, Izumi, for Tientsin.

Shipping in Port.—Braemar Castle, Ben Gloc, Glenelg, Monarch, Lily, Syria, Taylor, Merionethshire, Glenelgloch, Oscar Moayer, Bremen, Willie, Agamemnon, Christian, Undaunted, Nuanin, Ling Peng, Europe.

Within the last twenty-five years about two millions of lives have been lost in war. A few on lady had invited a gentleman to dinner on a particular day, and he had accepted, with the reservation, "If I'm spared." "Well, well," said the lady, "If you're dead I'll no expect you." When dressed for the evening the gentleman sat on a stool of straw on them leaves; Nor blame them, for what is an evening dress but a dress that is suited to the day?

Canton.

June 14, 1879.

Sir,—With little more than a cursory glance at Dr Gray's somewhat imposing volumes upon "China," which reveals that their substance is rather a narrative of personal observation than a "history," I see abundant signs of a want of revision in form; but fail to detect, in the inapt manipulation and evidently hurried presentation of his voluminous and certainly valuable materials, the deliberate bad faith or lack of loyalty which would justify the unpromising attitude assumed by your correspondent "Sincensis."

Leaving, however, the interests of the author in the charge more appropriately assumed by "Achates," I deem it due (from any observer) to the truth of history to point out such errors as arrest his casual attention; whether imputable, as in this case, to an impatience of revision from a sense of hurry, or to the sheer heedlessness of which Dr Gray cannot reasonably be suspected.

In the category of these we find the following:—

1. At page 72: "The drowning of these men was, I may add, at no very great distance from the doors of the private residence of the British West Indian Emigration Agent." Such is the concluding sentence of a chapter the immediate context of which implies that the forcible drowning of coolie kidnappers in proximity to Shamen was purposely to impress the foreign residents with the inevitable fate of such culprits at the hands of the people, failing action by the Magistrates. As it stands it reflects, in a way that Dr Gray hardly intended, upon the British West Indian Emigration Agency; which gave no countenance to kidnapping, but rather strove to counteract it, as inimical to its purposes.

This is an error of implication, or simply of form, regarding the conduct of his own countrymen; but Dr Gray has unwittingly committed an error of fact (on page 377) in a statement illustrative of the false code of honor among the Mandarins, (rather the Tartars than the Chinese, I think), imposing suicide for failure in battle or policy; whereas he attributes that act to a real hero, Admiral Kwan Tai-pou, in contrast with the ignominious ending of the career of another noted Chinese Chief, High Commissioner Yeh. Thus, in the first war with Great Britain he "rendered his name and family illustrious by committing suicide;" the famous Yeh, on the other hand, incurred the hatred of his countrymen by not following so noble an example when Canton fell in 1857.

This seems a singularly infelicitous attribution of an act, to which we would rather apply the paradoxical epithet a heroic weakness than one of resolute valor be speaking a true hero instinctive of a concern for his country, for Kwan Tai-pou was a lineal descendant of the Chinese God of war and actually illustrated, the traditional and historical fame of his ancestors by fighting stoutly on board his fleet until that was destroyed or dispersed, when he threw himself into the Anunghoy fort and there fought hand to hand against British Officers, marines and sailors until he fell; meeting a death so true a glory that the British Chief caused minute guns to be fired by the Blenheim during the removal of his remains. (Vide China Review, Vol. 4th, No. 4, p. 231.)

Dr Gray had in his mind, perhaps, the suicide of the Chief at Amoy, who drowned himself, in August 1841, when it was captured, —Kiang-ki-yung.

AMICUS.

Police Intelligence.

(Both Magistrates Sitting.)

Monday, June 16.

ASSAULT.

Mrs Alexander da Silva, residing at Praya East, appeared on a summons for having assaulted her Amah, one Yeong Asam.

Complainant stated: I asked the defendant for my wages, on the 11th June, which were due on that day (\$1.50), and she became very angry, saying she had no money. I said: "Mistress, you need not get angry; if you have not got the money you can pay me some other day, when you have." The defendant got still more angry, caught me by my throat, struck me with her fist, kicked me on my body, and threw a chair at me. She also struck me with the stem of a Chinese smoking pipe and then pitched me out of the house. I came to the Police Court, but it was too crowded for me to take out a summons, so I went to the Wanchi Station and made a report. [Complainant here showed considerable bruises on her left arm, and a mark on her right arm; the latter she said, was from a bite. She also had a mark on her leg.] Complainant continued: I had been a month and two days in defendant's service. I am a married woman; my husband is a carpenter; we have been separated for a month. I went to service because I had no rice to eat, but formerly I always lived with my husband. I have two children; both are with my husband in the country. The cook, boy and house coolie were present when I was assaulted.

The defendant stated: I told the complainant to do some work and she refused, insisting on my paying her wages. I told her that as soon as her work was done I would give her pay. She refused to work, and made use of bad language, at the same time catching hold of my hand. She pressed my hand so hard that I asked her to let go, and as she would not do so, I beat her with my open hand to compel her. I then handed her my wages, telling her her services were no longer required. Complainant admitted that defendant did pay her wages.

His Worship ordered defendant to pay \$2 as amends to the complainant.

"JACK TAR" DISORDERLY.

William Stanley and Edward Hallberg, seamen, belonging to the British barque E. M. Young, were charged with creating a disturbance in a licensed brothel at Aberdeen street.

The defendants, it appears, had a quarrel about something; they did not appear to know what.

First defendant was discharged, and the second was fined \$1.

"TOMMY ATKINS" DISORDERLY.

Felix Doyle, private, No. 916, and William McAllister, private, No. 818, H. M.'s 27th Regiment, were charged with creating a disturbance at a brothel in Ship Street and damaging property to the value of \$2; they were further charged with assaulting the police whilst in the execution of their duty.

The defendants, it appears, were only too well known at the brothel, and the

women did not want them there, so the men set about knocking down partitions, doors, &c. A loking tried to arrest them, and they thrashed him soundly. Inspector Horton came upon the scene and succeeded in securing one, whilst a Sikh with a handful of loking secured the other.

Defendants said that a woman received money from them to get change, and instead of bringing the change she brought the police. They were fined \$4 each, with the alternative of ten days' hard labour, and ordered to pay \$1.25, each, as amends for the broken partitions, or be further imprisoned for four days with hard labour.

ASSAULT WITH A LEMONADE BOTTLE.

Peter Lomb, chief mate of the German schooner *Monbury*, was charged with being drunk, and assaulting a money-changer with a lemonade bottle.

Complainant stated that defendant came to his stall to buy a bottle of lemonade; he was drunk at the time; he would not pay for the bottle but threw it aside and it cut complainant's head.

Defendant said he knew nothing of the matter.

Inspector Gray said the wound was very slight.

Defendant fined 50 cents, and ordered to pay 50 cents to complainant as amends.

A STRANGE CASE.

The remanded case in which one Chun Aka, a coolie, was charged with having stolen \$5.53, the moneys of his employer, one Sarah Rogerson, a prostitute, came on again to-day. The facts have been already reported, and there being no further evidence against the defendant, who appears in fact to be the injured party, the case was dismissed.

LABOURY OF A WATCH AND CHAIN.

Leong Awa, a domestic servant, was charged on remand with stealing a watch and chain valued at \$260, the property of his employer, Mr W. N. Bain, of the Ice Company, on the 18th day of February of last year. It appears that defendant had been in Mr Bain's service about thirteen months, and on the 18th Feb. of last year, he was suddenly missing, as were the watch and chain. Defendant had eluded the search of our ever-vigilant police for sixteen months, but was at length arrested at a house at Morrison Hill, where he was harboured by one of the servants of Major Phillips.

The case was further remanded.

Marine Court.

(Before H. G. Thomsett, Esq., Marine Magistrate.)
Monday, June 16.

MORE TROUBLE ON BOARD THE "J. C. TRUANT."

John Olson, and Knud Davidson, seamen belonging to the British ship *J. C. Truant*, were charged by Gamalhel Thomas, the master, with assaulting him, and refusing duty.

Complainant stated: I am master of the *J. C. Truant*. Yesterday at about 6 a.m. defendants came out of the house on deck, and each said "Captain, do you expect me to go over the side?" I answered: "Yes, you must finish what you did not do yesterday." Defendants said they would not go over the side for me or anybody else, on Sunday morning.

The other members of the crew were getting ready to wash decks. Defendants had been ordered the previous day to scrub some iron rust off the ship's side; they did not finish it, and I therefore ordered them to do so on Sunday morning. They had had ample time on Saturday to finish their work. I said: "If you refuse to do what I tell you to do, you may go forward." They said they would not go forward; they would wash the decks down with the others. I told them to go away, when Olson aimed a blow at my face, which I caught on my arm. Olson hit me at five or six times, striking my arm, at the same time calling me a "d—d old fool," repeating the expression several times. Olson having gone away, Davidson next struck me twice, but I caught the blows on my arm. I tried to hit him with a bucket, but I could not. Davidson nearly pulled me down. The second mate was with me at this time; we were on the top of the cabin deck-house. I told the second mate to take Davidson away, but he went away of his own accord. I then sent for the police, and gave the defendant into custody.

George Alexander Cousins, the second mate of the *J. C. Truant*, gave corroborative evidence. He said defendants were over the side scrubbing all day on Saturday, and only did the work of three hours; they said they "would be d—d if they would scrub the ship's side on Sunday morning." They went aft to the Captain, and told him so, and were very abusive. They assaulted the Captain.

Defendants admitted that they refused to scrub the ship's side on Sunday morning, it was their usual or necessary work on Sunday. They were quite willing to wash the decks with the rest of the crew. The Captain pushed them before they struck him.

His Worship sentenced them to six weeks' hard labour each.

China.

(N. O. Daily News.)

News has been received of the movements of the Central Asian expedition of Count Szechensky, from Suichow Fu in Kanan. The expedition had arrived so far without impediment. Count Szechensky had an interview there with H. E. Tso Tung-t'ang, and requested from him a safe conduct to Lake Lob, exhibiting his passport from the Tsung-li Yamen and his letter of recommendation. The Viceroy alleged the dangers of the road, and declared his inability to protect the expedition. He could not, he said, refuse to permit the European members to proceed, but must forbid positively any Chinese to accompany them. Under the circumstances, and bearing in mind the lateness of the season, Count Szechensky reluctantly gave up the proposed expedition across the Kuntagh to Lobnor. He was, however, in hopes to start shortly for Hsina by way of the Kokonor, and was making the necessary arrangements. The refusal of the Viceroy to permit the passage of the expedition to Lobnor is most unfortunate at the present moment, when the negotiations regarding the rendition of Kuldja are matters of European interest. It would seem that the main ambition of the Chinese Government is to restore this part of Central Asia, so far as lies in its power, to its former condition of isolation. Considering the

very delicate position of affairs along the Russian frontier, their determination is little better than suicidal.

SHANGHAI.

(Mercury.)

A small steamer was launched at Hongchow a few weeks ago, which was entirely built and engined by Chinese. The Chinese firm of Fanchow were the builders, and she was built for some Mandarin up the River, and is intended for a gunboat. We noticed her, however, to-day being towed across the river by a small steam launch, having got up steam herself, and she went down to Woosung for a trial trip.

We hear that the graves of the British Soldiers and Sailors at Chusan Island have lately been repaired by the crew of H. M. S. *Hornet*.

FOOCHOW.

(Herald, June 9.)

We learn from a correspondent at Pagoda Anchorage, that a seaman belonging to the S. S. *Trevi* fell overboard on the 14th ultimo, and sank immediately. Every effort was made to recover the poor fellow's body, but it was not found until the 18th, when it was buried in the cemetery at Pagoda Anchorage.

Towards the close of last week the native mind was greatly perturbed through fear of a threatened inundation. Fortunately, the river, which had risen several feet above ordinary high-water-mark on Saturday, began to fall on Sunday morning, and all risk of another flood is now happily, at an end.

With reference to a proclamation issued by the high provincial authorities, anent emigration to Cuba, we understand that the Spanish Government intend at an early date to establish an emigration office here. The charge of Spanish interests at this port has, we believe, been confided to the acting Consul for France, who is also Consul for Portugal—a non-treaty power. It is therefore not improbable that the Spanish flag will shortly float on the balmy breezes of the Nantai hill, side by side with the Gallican and Lusitanian ensigns:—the *tria juncta in uno*, let us hope, of the great latin race in the Banyan City.

We have pleasure in recording the gallant conduct of Lieutenant Broadley of H. B. M. S. *Lily*, who on the 30th ultimo, risked his own life in a brave but, unfortunately, fruitless attempt to rescue from drowning one of the crew of his vessel at Pagoda Anchorage. We learn that on the alarm of "man overboard" being raised, Lieutenant Broadley at once jumped over the ship's side, and despite a strong freshet in the river, succeeded in getting a partial grasp of the drowning sailor, but the man struggled so violently as to endanger the lives of both, and the gallant officer—while endeavouring to obtain a firmer grip—lost his hold altogether, and, owing to the mudiness of the water, could not succeed in recovering it. The unfortunate man did not again come to the surface, and as the body has not yet been found the probability is that it was carried out to sea by the unusually strong current then running.

Japan.

(Gazette.)

The Hankow tea market has been opened, at varying prices. The quantity of fine tea of the highest quality will be less than usual, and high prices have been paid. For more ordinary first crop congenous tea the prices are more moderate, but as soon as the first fleet has left no doubt rates will decline appreciably. The quantity of China tea to be exported during this season will be very large, and probably ten per cent. in excess of last year's shipment, though that quantity was too large by twenty millions of pounds. The Yangtze tea, on the whole, are not of average quality; and of the Foochow teas it is said the deterioration of quality, year by year, is evidenced by the first arrivals from the tea districts. As the Indian teas will be, in quantity, equal to the yield of last year, and the China teas will unfortunately be in excessive supply, we think the Japanese will well to hesitate before they act upon Mr Irwin's estimate of room in England for thirty millions of pounds of Japanese congenous.

History repeats itself in the persecution to which the native Christians were subjected in the beginning of the present century in the neighbourhood of Nagasaki. Instead of having the desired effect of eradicating the hated foreign religion, persecution only scattered the people and compelled them to hide their faith for a time. But they still worked without ostentation; and now, it is said, Christians are more numerous than ever. A Tokyo paper says it has received a letter from Nagasaki containing the intelligence that a large number of the inhabitants of Amakusa and the surrounding villages have discarded the Buddhist religion and accepted Christianity in its stead, destroying the sacred books and tablets of their forefathers with fire. Amakusa is the central district of former persecutions, and the Christians there are principally Catholics.

By the *Kokoro-yo-Maru*, from Hakodate, arrived the second officer, Mr Morrison, and crew of eight Chinamen of the German brig *Otto*, which was lost on the coast of Yezo on the night of the 22nd May. The *Otto* left Yokohama, under the command of Captain Broten, on the 15th March last for Hakodate, where she shipped a cargo of sawwood for Shanghai; and it was on her return voyage that she encountered the gale which proved her destruction. All went very well until the 20th May, when the weather became overcast and foggy, rendering it impossible to take accurate bearings of the position of the brig. The following day was also thick and threatening, and on the morning of the 22nd it began to blow hard, the wind increasing to a gale, while a tremendous sea deluged the little vessel. Although observations were not taken, no apprehensions were felt as to the safety of the brig; and it was not until ten o'clock at night that the near proximity of land was known by the roaring of the breakers. It was blowing a gale at the time, and every attempt to avert the impending catastrophe proved unavailing, as the vessel struck on a reef near Fuku-yama, forty miles distant from Hakodate, and soon afterwards went to pieces. The crew scrambled on the rocks, where they remained till ten o'clock the following morning, when a rope was passed to them from the shore. This was made secure, and the men pulled themselves through the surf, and were glad enough to find their feet on terra firma once more, though they

had lost their all, nothing being saved from the wreck except the ship's papers. The mayor of the village at once took the shipwrecked mariners under his charge and provided them with the limited accommodation at his disposal. Word of the disaster was sent to Hakodate, and the Governor immediately sent a supply of provisions, with orders that they were to proceed to that place immediately, which they did, on horseback, at the expense of the Japanese authorities. The *Otto* had 200 barrels of beer on board, all of which was lost.

We learn on good authority that the Japanese Government have sent to Australia for a few horses, not more than fifteen bands high nor over five years old, for the purpose of testing their fitness for cavalry.

The increase in the consumption of gas in Tokio is said to have been so great of late as to tax the capabilities of the Gas Works to the utmost to supply it. Anticipating a further demand another gasometer, double the size of the one at present in use, is to be made; and the main pipe, which is very small, will be replaced by another twelve inches in diameter.

The *Iron Duke*, flagship of Admiral Coote, will shortly arrive at Nagasaki on her way to Yokohama. It is presumed she will have to dock, having been aground on the Woosung Bar, from which dangerous position she was relieved by the energetic assistance of two American men-of-war.

Respecting the lecture mania with which some youths in Japan are afflicted at the present time, a native journal announces that an order has been issued prohibiting all teachers of schools, under the jurisdiction of the Monbu-sho, from delivering lectures of a political nature.

The Osaka and Kioto exhibitions will remain open a month longer this year than usual in order that General Grant may not be deprived of the pleasure of a visit to those institutions.

Manila.

(Translated from our Manila Exchanges.)

The term stipulated by the royal decree of June 23, 1871, concerning the exclusive rights of National Flag, is about to expire, and in virtue of this, foreign flags will enjoy the same privilege as the national flag, from the 1st proximo. This circumstance, as well as others which show the tendency of our administration towards the right path of free interchange,—which, notwithstanding is yet somewhat remote,—we believe, will rescue our commerce from the bad condition to which the restrictive measures have reduced it. The maritime advance of our port, the activity of trade, and the increased value of imports at this place will soon be a new source of wealth, which will fill up the gap in the public treasury occasioned by the deficits of the Customs collections, &c.

The *Gaceta* of the 10th June instant has the following paragraph anent the quarantine imposed on vessels from Hongkong:—"In view of the communications received from the Spanish Consul at Hongkong, and that from the Spanish Vice-Consul at Canton, and in conformity with the information from the High Board of Health and the proposition from the Director-General of Civil Administration, it is now ordered that from this date (9th), the quarantine imposed on vessels coming from the ports of China shall cease, as the epidemic at Canton, which rendered the precaution necessary, has now disappeared."

The German barque *August* has been chartered at Saigon for Manila, to carry about 700 piculs of rice at 30 cents, 17 lay days.

A BANQUET TO MR HENNESSY.

We learn on good authority that one of the *Sangi* visited Yokohama yesterday, (31st May) and in an interview with some of the leading Japanese merchants an intimation of a rather peremptory nature was made to the effect that a banquet should be given to Mr Pope Hennessy, the Governor of Hongkong, who is shortly expected on a visit to Japan. The entertainment will probably be similar to that offered up at the shrine of the great Reel of shipbuilding celebrity, whose services to this country were so highly appreciated.

The arguments of the *Sangi* were supported by a polite but firm request from one of the Ministers that the Yokohama merchants would not be backward in paying attention to the distinguished visitor whose advent during the progress of treaty negotiations is most opportune. The merchants have, we understand, felt it advisable to yield with as good a grace as possible under the circumstances, and the *Machi-gaishi* will probably be the scene of festivity at an early date.

To accord a princely reception to such visitors as ex-President Grant is right and proper, and it is also wisdom on the part of the Government to pay attention to distinguished guests, but we cannot see what object there can be in offering a species of national welcome to every individual who may visit these shores. If the Government are under the impression that men of the class of Messrs Hennessy and Reed can influence the English Government in any matter connected with their relations with Japan, they commit an extravagant blunder; yet upon what other supposition can we account for the warmth of these public receptions? When the Government thoroughly understand that the British Minister in Japan possesses the confidence of his Government at home, and his countrymen here, they will also understand with what jealousy the latter will look upon any interference with their affairs, entrusted properly to the care of an experienced and honoured representative. We, the English residents in Japan, have had quite enough of the officious intermeddling of amateurs in our affairs, and will have no more of it. Let them come here by all means, and carry back with them whatever distorted view they choose to take of foreign intercourse after a few hours' study of a subject which often puzzles the experience of years to grasp in its reality; but at the same time it is necessary for all concerned to understand that the opinions of visitors to Japan, whatever their rank may be if not endowed with special diplomatic functions, have no weight or influence whatever in questions affecting the interests of the English community in Japan or elsewhere.

If Mr Hennessy should be advised that a banquet is to be unwillingly provided by a number of merchants who do not know him, even by repute, and who do not estimate him at a feather's weight, he will possibly decline the "honour" intended to be thrust upon him.—*Gazette*.

COMMERCIAL.

June 16th.

The rate of exchange has in a great measure controlled the market for Bengal opium during the past interval. With an advance in the rate for rupees in the early part of the fortnight, some holders of drug appeared eager sellers, which naturally brought down the rates for both kinds; but upon the rate of exchange weakening, and declining, the price for the drug rallied. A very fair business has been done in both kinds, and the present quotations are \$345 to \$347½ for Patna, and \$502½ to \$505 for Benares.

To the last noted receipts have to be added 1,750 chests, making the total for the month, so far, 3,225 chests, against 3,249 chests to the corresponding date last year. During the interval under notice some 800 chests have been taken by the local consumers, against 700 chests at the corresponding period last year. This, with the exportations, leaves the available supply computed at 2,600 chests, against 3,500 chests same time last year. Of this last quantity, 1,000 chests were Benares, of which kind the present stock comprises 700 chests.

MESSRS HEINEMANN & Co.'s Freight Circular for the Mail of Tuesday, 17th June, says:—

The past fortnight has been a dull one in the Freight market. Tonnage has increased considerably and freights in consequence of this and the very limited demand are declining.

Humewards, only one settlement has been effected from this port to London, and the demand for tonnage seems to be satisfied at present. No inquiry exists from the Philippines either to the States or the United Kingdom, the number of disengaged vessels on the spot preventing chartering here.

Coastwise business has been very limited. A few vessels have been taken up for the Northern ports, at lower rates. The demand for steamers from Saigon to this port has almost entirely ceased for the present; freights are nominal.

The American barque *Martha Davis*, 848 tons, proceeds to Manila under orders from home.

The American ship *South American*, 1,792 tons, has taken the berth for San Francisco, loading at current rates.

The following vessels left "seeking":—

American 8-m. schooner Julia A. Brown, 542 tons, for Nagasaki.

American barque A. E. Dickermann, 560 tons, for Nagasaki.

American barque Zouave, 1202 tons, for Manila.

British barque Chingtoo, 304 tons, for Takow.

The disengaged tonnage in port amounts to 82 vessels, registering 19,122 tons, steamers not included.

The following are the settlements:—

British barque Gauntlet, 668, to London, private.

American 3-masted schooner Catherine Marden, 287, Foochow to Adelaide, private.

German schooner Moorburg, 227, Foochow to Melbourne, private.

American barque Adelaide Norris, 815, Nagasaki to Hongkong, \$1.85 per ton of 20 cwt.

American barque Excalibur, 525, Keelung to Hongkong, \$1.50 per ton of 20 cwt.

German brig *Tanzer*, 256, Whampoa to Tientsin, \$1.30 in full, 25 lay days.

British Barque Koko, 359, to Newchwang and back, 26 cents per picul, 25 lay days.

French barque Therese and Nelly, 356, to 3 Ports in Java, \$1,400 in full.

British steamer Charlton, 786, to Nagasaki, Hiogo, and back to Hongkong, \$6,000 in full, 22 lay days.

British steamer Penelo, 652, to Saigon \$1,000 in full, 5 lay days.

British steamer *Crimmer*, 647, Saigon to Hongkong,

To Let.

TO LET.

OFFICES, PRAYA CENTRAL, now occupied by Messrs NORTON & Co., with possession from 1st June next.

Apply to RUSSELL & Co.
Hongkong, May 26, 1879. jn26

TO LET—AT WANCHAI.

FIRST CLASS GODOWNS.
Goods of every description Landed and Stored.

For terms, apply to LANDSTEIN & Co.
Hongkong, April 4, 1879. j34

TO LET.

(On Peddar's Wharf.)

OFFICES, fronting the Harbour, and GODOWNS; with possession from the 1st of July next.

Apply to G. R. LAMMERT.
Hongkong, June 14, 1879.

TO LET.

DUART, ARBUTHNOT ROAD, at present in the occupation of Messrs GILMAN & Co. Immediate Possession, for four months certain, at a Rental of \$100 per month.

Apply to STEPHENS & HOLMES,
Solicitors.
2, Club Chambers, June 5, 1879.

TO LET.

ON MARINE LOT No. 65, formerly known as the "Blue House," Praya East—A GROUND FLOOR and A FIRST FLOOR, either separately or together. FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.
Hongkong, June 3, 1879.

TO LET.

HOUSES—No. 9, ZETLAND STREET, and No. 7, PEDDAR'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, April 29, 1879.

TO LET.

(For Eight Months.)

THE PARSEE VILLA, ROBINSON ROAD, FURNISHED. Possession from 1st July next. Rent moderate. For Particulars, apply at
THE OFFICE OF THIS PAPER.
Hongkong, May 30, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED,
BONHAM ROAD,
WITH Large TENNIS LAWN.
Apply to SHARP & DANBY,
No. 6, Queen's Road Central,
late Messrs E. D. SASSOON & Co.
Hongkong, May 10, 1879.

TO LET.

OFFICES in CLUB CHAMBERS,
Apply to DOUGLAS LAPRAIK & Co.
Hongkong, April 8, 1879.

TO LET.

MARINE HOUSE—WEST.
SECOND FLOOR and a GODOWN.
OFFICES in Queen's Road, now under the occupation of Messrs WILSON & BIRD, and Messrs DAVIS & Co.
Also,
OFFICES and GODOWN in DUDDELL STREET.
Apply to E. R. BELLIOS.
Hongkong, May 21, 1879.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEK, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
Also,
PONDICHERY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON TUESDAY, the 24th of June, 1879, at —, the Company's S. S. YANGTSE, Commandant NORDEBET, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd of June, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, June 12, 1879. jn24

Mails.



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEK, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON (Direct);
Also,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ZAMBESI, Captain A. SYMONS, will leave this on TUESDAY, the 17th June, at Noon.

For further Particulars, apply to A. MEYER, Superintendent.
Hongkong, June 3, 1879. jn17

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail S.S. CITY OF PEKING will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 18th Inst., at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
On Through PASSAGES TO EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m., the 17th Inst. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, June 5, 1879. jn18

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. CAELIC will be despatched for San Francisco via Yokohama, on THURSDAY, July 3rd, 1879, at 8 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 2nd Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.
Hongkong, June 9, 1879. j38

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, March 1, 1878.

INSURANCES.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.
Hongkong, June 8, 1879. jn20

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE Insurance in China.

MEYER & Co., Agents.
Hongkong, June 2, 1879. jn20

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRY,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Five Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1869.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albay	a d	F. Ashton	Brit. str.	366	June 13	Douglas Lapraik & Co.	Amoy, &c. Bangkok	18th inst.
Bellona	h	Ahrens	Ger. str.	789	June 5	Stemssen & Co.		
Bombay	h	Ahrens	Brit. str.	749	Feb. 12	K'wok Acheong		
Churruca	h	Abaroa	Span. str.	398	June 16	Remedios & Co.	Manila	18th inst.
City of Peking	h	Berry	Amer. str.	5079	May 29	P. M. S. S. Co.	Y'pham & S. F'cisco	18th inst.
Dale	h	Thompson	Brit. str.	645	June 11	Yuen Fat Hong	Bangkok	18th inst.
Diamante	h	Thebaud	Brit. str.	514	June 16	Russell & Co.	Amoy	at daylight
Fame	h	Stopani	Brit. str.	117	E. K. & W'poa Dock Co.		Tug Plying
Flintshire	h	Thomas	Brit. str.	1236	May 29	Gibb, Livingston & Co.		
Gleniffer	h	Grilham	Brit. str.	1412	June 13	Jardine, Matheson & Co.		
Hindostan	h	McConnell	Brit. str.	991	June 6	David Sassoon, Sons & Co.		For Sale
Hwai Yuen	h	Wilson	Ohl. str.	984	June 16	O. M. S. N. Co.	Shanghai	To-morrow
Kiangchow	h	Joggin	Brit. str.	365	May 27	K'wok Acheong		
Namoa	h	Westoby	Brit. str.	862	June 14	Douglas Lapraik & Co.	Coast Ports	18th inst.
Norma	h	Love	Brit. str.	606	May 31	K'wok Acheong		
Octava	h	Hansen	Ger. str.	936	June 12	Arnhold, Karberg & Co.		
Paig	h	Zababa	Span. str.	284	June 3	Remedios & Co.	Manila	K'loon Dock
Pernambuco	h	Hyde	Brit. str.	642	June 6	Melchers & Co.		
Saint Mark	h	Johnson	Brit. str.	1097	June 7	Meyer & Co.		Coastan Dock
Salvadora	h	Larrinaga	Span. str.	615	June 11	Remedios & Co.		K'loon Dock
Scotland	h	Atkinson	Brit. str.	1190	June 6	Russell & Co.	Salgon	To-morrow
Sea Owl	h	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Sunda	h	Reeves	Brit. str.	1029	June 16	P. & O. S. N. Co.	Yokohama	Malis
Thales	h	Peters	Brit. str.	820	June 13	Jardine, Matheson & Co.		
Wahai	h	Hunter	Brit. str.	265	June 10	Landstein & Co.	Holhow	To-day
Yangtze	h	Schultze	Brit. str.	782	June 18	Stemssen & Co.	Shanghai	To-day
Zambesi	h	Symons	Brit. str.	1540	June 16	P. & O. S. N. Co.	Europe, &c.	To-morrow
Zephyr	h	Hauer	Brit. str.	Russell & Co.		Sand's Slip
Sailing Vessels								
Abbie N. Franklin	h	Howes	Amer. bge.	460	Mar. 6	Captain		
Alexa	h	Robb	Brit. bge.	424	April 20	Jardine, Matheson & Co.	Foochow	
Ben Lee	h	Schumacher	Span. bge.	280	June 8	Chinese		
Blenheim	h	Garner	Brit. bge.	574	June 8	Melchers & Co.		
Brunette	h	Dow	Brit. bge.	374	June 4	Geo. R. Stevens & Co.	Manila	
Canton	h	Knudsen	Span. sh.	779	June 8	Chinese		
Carricks	h	Jones	Brit. bge.	978	May 21	Meyer & Co.	Manila	
Catherine Marden	h	Marden	Brit. 3m.s.	287	June 6	Captain		
Channel Queen	h	Lachour	Brit. bge.	609	May 24	Edward Schellhaus & Co.		
Charité	h	Gantier	Fch. bge.	268	June 2	Carlowitz & Co.		
Charon Waitana	h	Urioh	Siam. sh.	668	June 12	Chinese		
Clara	h	Cutter	Brit. sh.	987	May 26	Vogel & Co.		
Clara Babuyan	h	Polson	Brit. bge.	558	June 8	Borneo Co., Limited		
Colwyn	h	Bulman	Brit. bge.	1180	May 31	Borneo Co., Limited		
Conchita	h	Arias	Span. bge.	430	May 31	Remedios & Co.		
Cordouan	h	Bertaud	Fch. bge.	459	June 4	Carlowitz & Co.		
Deutschland	h	Tiemann	Ger. bge.	279	June 8	Arnhold, Karberg & Co.		
E. M. Young	h	Michen	Brit. bge.	845	June 1	Chinese		
Edith	h	Manson	Amer. sh.	1173	April 30	Vogel & Co.	San Francisco	
Edward May	h	Johnson	Amer. bge.	928	April 8	Russell & Co.	New York	
Elizabeth Childs	h	Lindburgh	Brit. bge.	391	June 9	Wieler & Co.		
Esperance	h	Gullian	Fch. bge.	272	June 1	Carlowitz & Co.		
Eve	h	Mercore	Fch. bge.	328	June 1	Landstein & Co.	Salgon	
Fabius	h	Reeves	Siam. sh.	650	June 8	Chinese		
Fetish	h	Rolls	Ger. bge.	471	June 8	Edward Schellhaus & Co.		
G. O. Trufant	h	Thomas	Brit. sh.	1529	June 11	Messageries Maritimes		
Gauntlet	h	Lucas	Brit. bge.	666	May 17	Vogel & Co.	London	
Glory	h	Buchholdt	Siam. bge.	449	June 8	Chinese		
Golden Fleece	h	Wiltshire	Brit. bge.	893	Mar. 10	Vogel & Co.	Hamburg	
Goliath	h	Dentzsu	Siam. bge.	542	June 8	Captain		
Hattie E. Tapley	h	Tapley	Amer. sh.	946	April 26	Vogel & Co.	New York	
Haze	h	Evans	Amer. sh.	882	April 18	Vogel & Co.	New York	
Hieronymus	h	Spence	Ger. bge.	425	June 17	Wieler & Co.		
Highlander	h	Hutchinson	Amer. sh.	1852	June 19	Vogel & Co.		
Irene	h	Yates	Amer. sch.	481	May 16	Russell & Co.	New York	
Jan Peter	h	EWert	Ger. bge.	836	June 8	Stemssen & Co.		
John R. Stanhope	h	Pillsbury	Amer. bge.	407	May 6	Russell & Co.	San Francisco	
Louise Scheller	h	Kilbuck	Ger. bge.	407	May 8	Wieler & Co.		
Lucky	h	Soderstrom	Siam. bge.	424	June 9	Chinese		
Marquis of Argyll	h	McKeon	Brit. bge.	500	June 11	Rozario & Co.		
Miriam	h	Parker	Amer. bge.	598	June 5	Adamsen, Bell & Co.		
Monte Rosa	h	Carter	Amer. sh.	1818	June 15	Borneo Company, Limited		
Moorburg	h	Rolph	Ger. sch.	227	June 9	Captain		
Moses B. Tower	h	Hall	Amer. 3m.s.	637	June 14	Chong Woo		
Norseman	h	Hellstrom	Siam. sh.	717	June 8	Chinese		
Northern Star	h	Worley	Brit. bge.	327	May 30	Wieler & Co.	Manila	Cleared
Pallas	h	Ballehr	Ger. bge.	421	June 8	Stemssen & Co.		
Paig	h	Fremoga	Span. sch.	216	May 30	Russell & Co.		
Philippine	h	Southwood	Brit. bge.	300	May 17	Rozario & Co.	Melbourne & Sydney	
Pi Dee Ma Dee	h	Saxtorph	Siam. bge.	455	June 8	Kin Tye Loong		
Prima Donna	h	Lunt	Amer. sh.	1450	April 16	Vogel & Co.	London	
Prince Arthur	h	Wills	Brit. bge.	296	June 8	Edward Schellhaus & Co.		
Princess Saphael	h	Minchan	Siam. bge.	454	June 8	Carlowitz & Co.		
Queen of England	h	Otten	Siam. sh.	540	June 8	Chinese		
Rapid	h	Steinbring	Siam. bge.	429	June 8	Chinese		
Registro	h	Peerau	Span. sch.	214	June 8	Remedios & Co.		
Rosalie	h	Yuarie	Span. sch.	198	June 6	Remedios & Co.	Manila	
Saga	h	Silversperre	Swed. bge.	455	June 10	Wieler & Co.		
Smynote	h	Olsen	Brit. bge.	339	June 6	Stemssen & Co.		
Sourabaya Packet	h	Verduin	Dutch bge.	462	June 14	Edward Schellhaus & Co.		
South American	h	Knowles	Amer. sh.	1762	June 8	Russell & Co.	San Francisco	
Staut	h	Aschehong	Norw. bge.	580	June 8	Stemssen & Co.		
Sumatra	h	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.		
Theresa & Nelly	h	Mercier	Fch. bge.	356	June 3	Carlowitz & Co.	Sourabaya	
Three Brothers	h	Kalcke	Brit. bge.	367	June 18	E-Tye Hong		
Vale of Doon	h	Lightbody	Brit. bge.	669	June 12	Arnhold, Karberg & Co.		
Vesta	h	Buige	Dutch bge.	417	June 9	Stemssen & Co.		
Vesuvius	h	Gull	Amer. bge.	813	April 28	Russell & Co.	San Francisco	Cleared
Vigilant	h	Rosa	Amer. sh.	1800	June 11	P. & O. S. N. Co.		
Zephyr	h	Cornford	Brit. bge.	800	June 8	Captain		
WHAMPOA								
Anne	h	Lasson	Dan. sch.	171	May 30	Chinese	Tientsin	
Johann Smidt	h	Bosche	Ger. bge.	433	June 10	Melchers & Co.		
Juliane	h	estmann	Ger. 3m.s.	187	May 31	Captain	Tientsin	
Tartar	h	Keamena	Ger. bg.	266	June 10	Melchers & Co.		
CANTON								
Ningpo	h	Cass	Brit. str.	761	June 16	Stemssen & Co.	Shanghai	